

## Transit Center Project Plan and Program

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In an evaluation of the advantages and disadvantages of the alternatives, the Technical Advisory Committee chose the "Tinloy Street" alternative as best meeting the goals and needs of the Gold Country Stage and program. In particular, this site provides easy walking distance and accessibility to the downtown core area, provides adequate space for the transit center needs, is able to incorporate the potential pedestrian greenway area along the creek, and does not substantially reduce the City's parking spaces for the downtown. Further, this location will allow for route revisions that will keep buses out of the congested downtown streets, such as the Church Street/West Main Street intersection, resulting in improved running times.

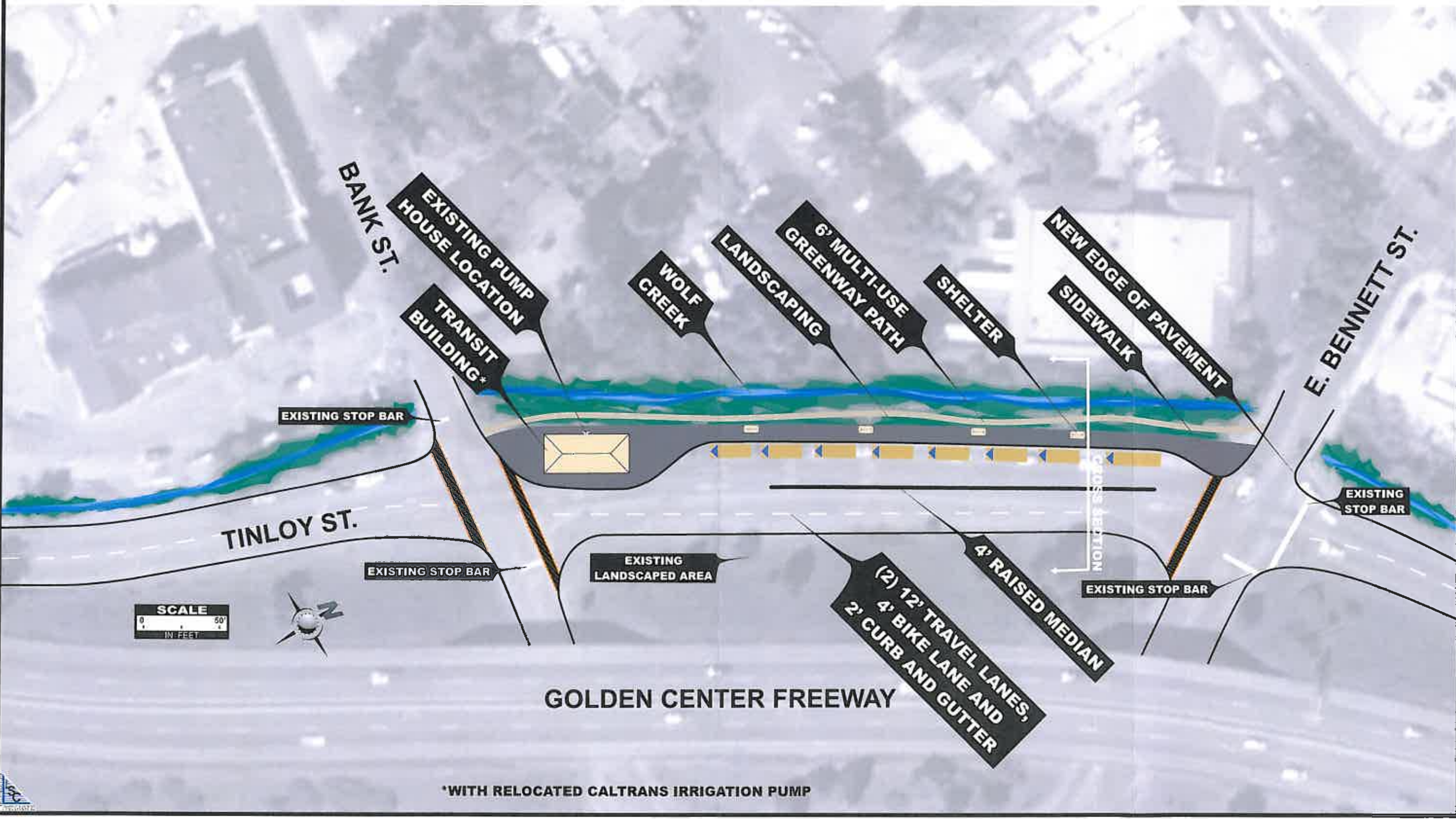
### SITE PLAN

LSC discussed the potential Tinloy Site proposal with Caltrans, the property owner, in an on-site meeting on July 17, 2007. As a result of this meeting, revisions to the original site plan were required in order to meet Caltrans standards and address concerns with a transit center located within an access controlled area and operating highway. The following is a summary of the revised and enhanced site plan (Figure 13):

- A raised median is provided to separate the transit bay lane from the through travel lanes. This allows buses to pull in and out of the bus bay lane without directly conflicting with through travel movements. Further, this concentrates the bus merge movement to a single location where the angle between the bus and the through travel lane can be increased (to improve driver's line of sight). In addition to enhancing traveler safety, the median will enhance the visual appeal of the roadway through low growing landscaping. By concentrating all merging of buses into the general travel lane at one location, it will increase driver's ability to be aware of potential bus merging movements.
- A total of 24 feet of transit vehicle-only roadway width is provided, consisting of 10-feet required for the bus bay lane plus an additional 14-foot wide circulation lane. This area is separated from the through travel lanes by the new raised 4 foot wide median.
- Two 12-foot travel lanes are provided, per Caltrans standard. Additionally, a 2 foot curb and gutter has been incorporated into the left travel lane and a 4-foot wide bicycle lane has been added along side the right travel lane. Therefore, the overall width of the travel lanes will be 30 feet, compared to the existing 22 feet (not including the 8 feet of parking along the right side).
- A multi-use pathway and landscaping area have been incorporated into the site adjacent to the creek bank, thereby maintaining consistency with the proposed Wolf

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FIGURE 13  
CONCEPTUAL TRANSIT CENTER SITE PLAN - TINLOY SITE



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Creek Parkway project. Because a new bicycle lane has been added to the right through travel lane, a six-foot wide pathway is provided along the top of the creek bank rather than a bike trail, as previously discussed, and the low wall is no longer needed to distinguish the sidewalk from the new pathway. Instead, it would be possible to provide a landscaping strip to separate it from the passenger loading space at various locations as the pathway meanders. The pathway will be constructed of a different finish than the sidewalk to further distinguish each from one another. This new pathway will be designed so that it transitions smoothly with the existing sidewalk at the opposite southeast corner adjacent to the new Holiday Inn.

- Passenger loading and circulation space is provided along the bus bay lane and around the transit building. Specific pavement treatments will be used to visually differentiate this area from the adjacent creek side pathway.
- A transit building, approximately 25 feet by 60 feet (single story, including roof canopy coverage), will incorporate a relocated Caltrans irrigation pump that is currently housed in a small on-site structure, as well as various passenger amenities (discussed in detail under *Transit Center Design* below).
- Due to the space requirements of the other project elements, it is not possible to provide a parking lane within the project site, thus resulting in a loss of fourteen parking spaces on site. However, an alternate location for the parking could be provided in the Caltrans right of way along Hansen Way, on the opposite side of the highway. Should this not be feasible, parking may be accommodated elsewhere, and would need to be explored in more detail.
- The transit center will have space for up to 8 buses – 7 local GCS vehicles and 1 larger bus for potential future interregional travel. This eighth bay can also be used by Telecare or other transit vehicles, dropping off passengers who wish to walk downtown or connect to GCS routes. Along the transit bay area there will be 4 bus shelters for waiting passengers, in addition to the waiting areas provided at the transit center building. These shelters will accommodate 5 to 6 passengers each. The shelters should provide space for transit schedules and maps for all bus routes, including the potential interregional service, as well as GCS and Dial-A-Ride contact information.
- Due to the lane shifts on the transit center block of Tinloy Street, a curb extension (or “bulb-out”) has been provided the northeastern corner of East Bennett Street and Tinloy Street. By doing so, traffic will be better directed toward the through travel lanes, rather than the bus circulation area. Minimal shifts of the centerlines for both the off-ramp and block of Tinloy Street following the transit center location (shifting roughly three feet to the south) have also been made to provide acceptable travel paths through the corridor.

The cross section in Figure 14 illustrates the relationship of the proposed project to the existing conditions. As shown, in order to accommodate the wider travel lanes, curb and gutter, and provision for a bike lane, the new travel lanes have been moved 15 feet to towards the existing Caltrans highway embankment, utilizing the flat portion of the landscaped area. The raised median, transit circulation lane and transit bay have been located approximately where the existing right travel lane, parking lane and walkway are currently situated. The adjacent vegetated area was used to accommodate the new sidewalk, bus shelters, landscaping and pathway. Due to the slight slope of the existing vegetated area, a retaining wall may need to be constructed, depending on the final site layout. Lastly, the existing Caltrans fence was moved approximately 3 feet towards the creek bank to further provide adequate space for the transit center components.

### **Building Layout**

The structure will be located at the south end of the block, between Bank Street and East Bennett Street. The building location will provide direct pedestrian access to the new proposed multi-use pathway, as well as the sidewalk and bus shelters. The design and location of the transit center provides passengers with the ability to view arriving buses, while additional bus shelters provide alternate waiting locations closer to the bus bays. The building location is highly visible to pedestrians and bicyclists, and due to its location in comparison with the new hotel, the transit center is convenient for and accessible to visitors in the Grass Valley area. Such a relationship could promote the use of public transportation to visit the historic and other popular tourist sites in the area.

The overall transit center site is very level and all components will comply with ADA requirements. It is important to note that the existing sidewalk along the northern side of Bank Street may not be ADA compliant; however, the new sidewalks provided on the south side of the street have been reconstructed during the hotel project and will provide proper accessibility. It may be beneficial to provide a new crosswalk across Bank Street, connecting the transit center with these accessible sidewalks.

### **Transit Center Components**

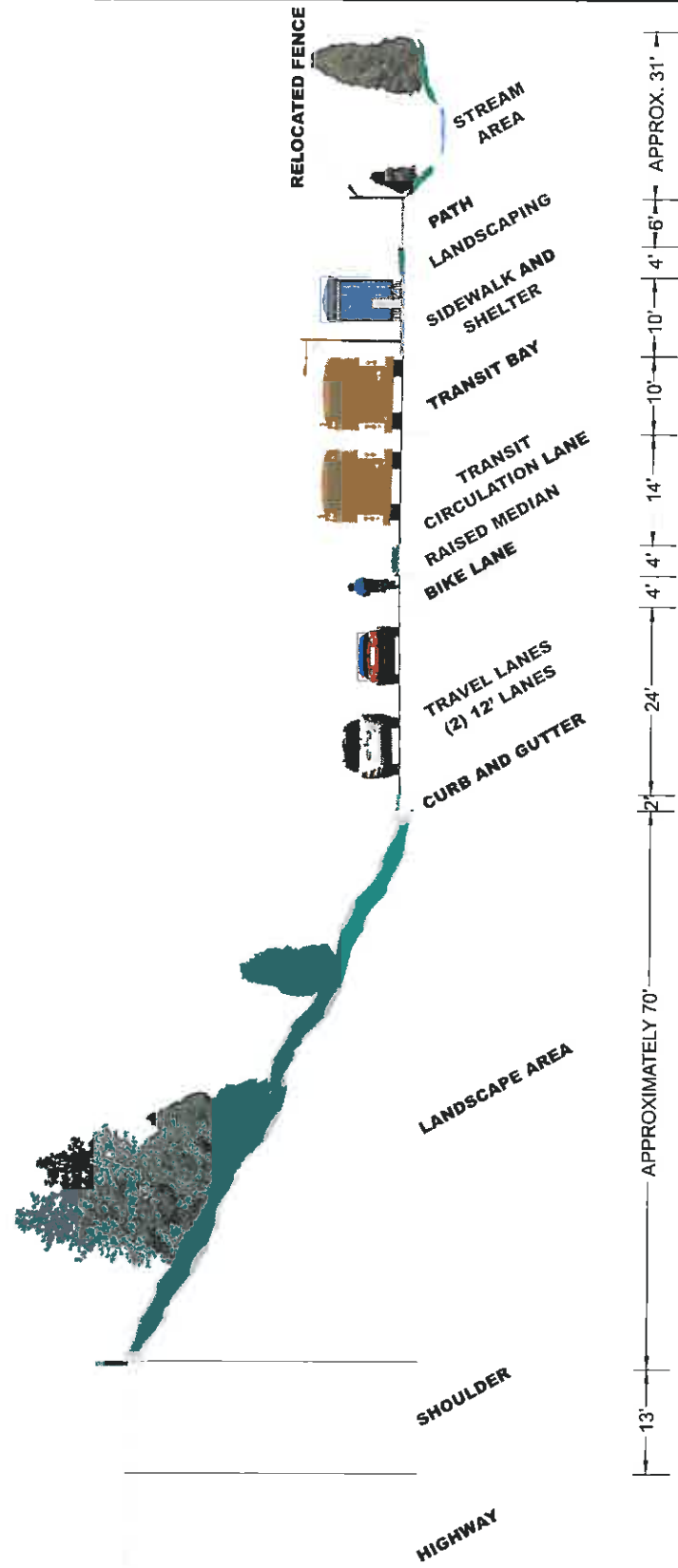
During the study process, a survey of GCS passengers was conducted in order to help determine the amenities most desired at a new transit center. The results showed that public restrooms, benches, drinking fountains and an indoor waiting area were among the most desired amenities. Based on these results, a transit center program was developed incorporating these and other amenities, as discuss in Section V.

On the exterior of the center, bicycle racks or lockers will be provided for those passengers who do not arrive to the center on foot or by vehicle. Adequate bicycle storage can achieve two primary functions: (1) encourage passengers to ride their bicycles to the transit center, and (2) provide storage for users of the adjacent parkway trail project who would like to get downtown by foot. The latter may also have a side effect of promoting the transit system, by displaying system information, maps and schedules in view of those using the storage amenities.

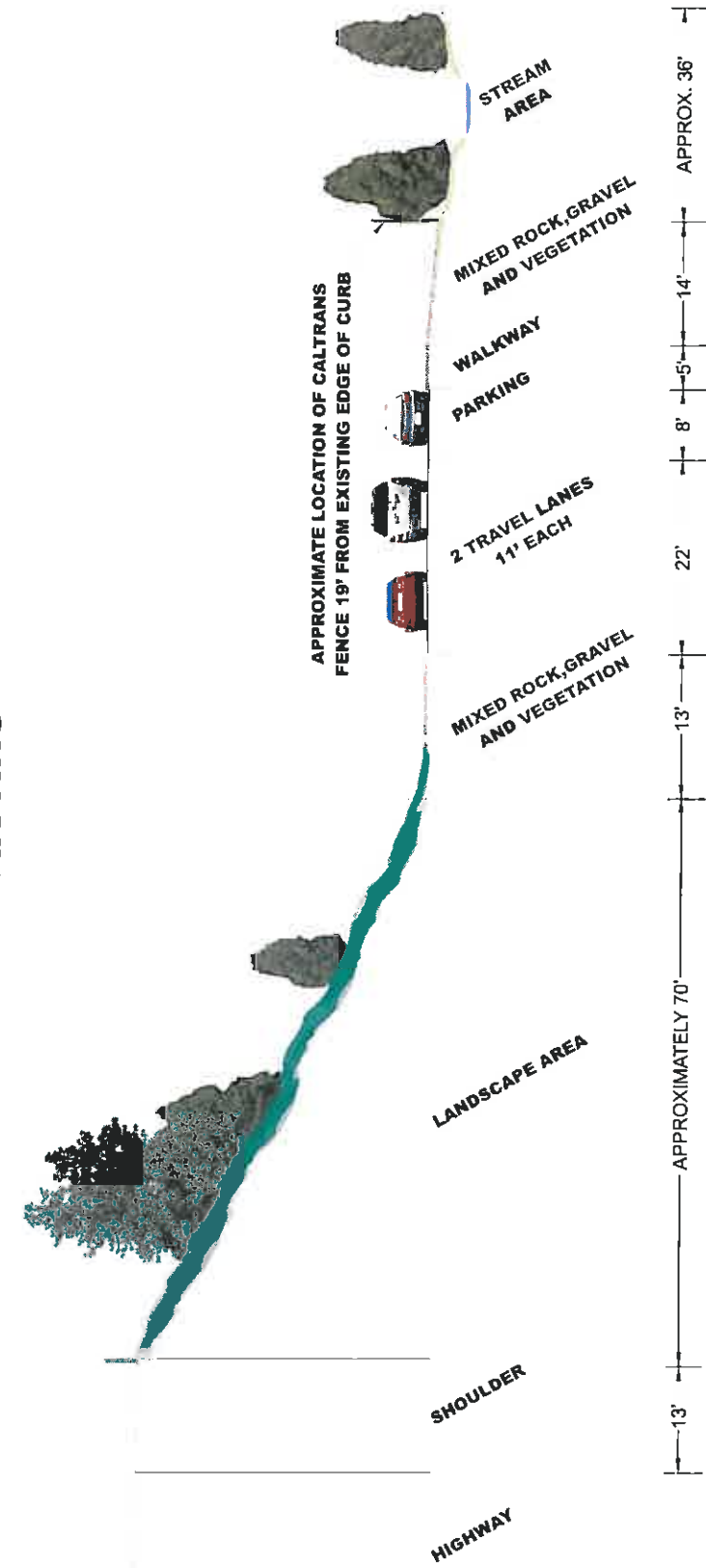


FIGURE 14  
Tinloy Cross Sections Looking Southwest

## PROPOSED



## EXISTING



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western Nevada County, and could serve as a key access point for the Wolf Creek Parkway.

### *Transit Center Design*

A transit center building concept was developed by the architectural firm of WRNS Studios, and is presented in Figures 15, 16 and 17. It should be noted that this represents one feasible design for the building – detailed site design and a strong public input and review process would undoubtedly result in refinements to this design.

As shown, the building is approximately 1,300 square feet (roughly 25 feet by 60 feet, including roof canopy coverage) and 15 feet in height, as measured from the top of curb to the ridge of the pitched roof. The facility has been designed to incorporate the natural surroundings, enhancing the relationship of the passenger with the natural creekside setting. This has been achieved through landscaping measures and an indoor-outdoor transit building layout, as shown in the figures. This design is consistent with the intent of the Wolf Creek Parkway project and would provide an appealing public space for both passengers and users of the parkway system. The following are highlights of the transit center design:

- The walls have been designed to display graphics related to the transit services and other alternative transportation modes; this includes maps, bus lines and advertisements, among other possibilities. An example can be seen in Figure 15.
- The materials used for the center, such as stone walls, dark wood and corrugated steel, pick up the natural and earth tones seen at the site, general region, and existing buildings.
- The indoor waiting area has been designed to maximize the passenger's visibility of arriving buses. The positioning of the building and the use of large windows provides direct view of the transit bays from the indoor waiting areas.
- Restrooms have been provided within the building.
- The Caltrans irrigation pump will be accessed from the outside of the building. An outer wall can be seen in Figure 15, behind the wall that displays the transit system map. The door location will provide direct access to Caltrans employees and will be locked at all times to maintain safety and security.
- Outdoor waiting areas have been provided underneath extensions of the sloped roof on two sides of the building. Built-in benches have been incorporated into the larger building by utilizing materials found throughout the main structure.
- Landscaping added to the base of the building and low walls helps to blend the structure with the natural surroundings as well as soften the design.

Two restroom facilities (one male and one female) will also be provided for both the drivers and passengers. These are intended to be locked at all times when transit staff is not present, and only used by the public when staff is present. This system would reduce the risk of vandalism and will enhance safety within the transit center building, thereby reducing any potential liability issues for Gold Country Stage. Options to provide additional public access to the restrooms could be explored as part of the architectural design.

Additional standard amenities will be incorporated into the center as well. A drinking fountain will be located within the center or along an exterior wall for passengers, transit vehicle drivers and those using the pathway along the creek. Self-service information kiosks will be provided within the transit building, preferably near the public information counter. Visitor information should be supplied by the Chamber of Commerce and Grass Valley Downtown Association, among others, and may include general area information as well as pamphlets and flyers on seasonal local events and nearby lodging facilities for visitors. Transit information from Gold Country Stage, Telecare and other service providers will be available, with detailed information on schedules, maps, service hours and contact information.

In addition to the above items, the transit center may include other amenities. In order to make transit tickets readily available and increase the passenger's ease of use, electronic ticket machines offering day use, one-way, 10-ride and monthly passes could be provided within the transit center. This would allow passengers to purchase tickets prior to boarding the bus, streamlining the boarding process. A snack and/or drink vending machine could also be provided either inside or outside the passenger waiting area, which could be available to both passengers and drivers. Adequate trash receptacles, including designated recycling bins, should be provided to ensure proper disposal of any waste generated. On a similar note, it is recommended that proper cigarette and trash receptacles are located at both ends of the transit center building, as well as within the building, and at each of the four shelters.

In developing the final program for the site, it was determined that the center would not be regularly staffed, but rather could be staffed at certain times of the month to provide general information to passengers or sell transit passes. Not providing this service on a regular basis reduces program costs. A community volunteer or GCS employee may staff the information counter on a monthly basis, or as determined necessary. This service will be especially beneficial during the high tourist seasons or when seasonal events are being held in the area, and can be used to promote the use of transit to high traffic generating events, including those held at the fairgrounds or in the downtown when streets are closed and parking is limited. The staff member will primarily be available to answer questions regarding GCS and Dial-A-Ride services and routes, however it would be beneficial to be able to assist with local community information and general "visitor center" type inquiries.

Given this, the site program will consist of self-service transit information areas rather than a full-time staffed informational counter. The transit center should also provide information regarding other alternative transportation modes in Grass Valley and

FIGURE 15: Transit Center Building Perspective Drawing



GRASS VALLEY TRANSIT CENTER

**WRNS**STUDIO

LSC Transportation Consultants, Inc.



FIGURE 16: Transit Center Building Perspective Drawing



GRASS VALLEY TRANSIT CENTER

**WRNS**STUDIO<sup>LLC</sup>  
LSC Transportation Consultants, Inc.



FIGURE 17: Transit Center Building Elevation Drawing



GRASS VALLEY TRANSIT CENTER

**WRNS**STUDIO  
LSC Transportation Consultants, Inc.

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*Cost Estimate*

The site plan, information presented in previous sections of this report, and typical construction costs can be used as the basis for an estimate of the cost that would be associated with a transit transfer facility for Gold Country Stage. The facility size and other quantity requirements are used as a basis for the on-site cost estimate. Construction unit costs were based upon actual costs associated with parking, roadway and public building construction costs in the Western United States. Conservative (relatively high) unit costs were used to reflect the site's location outside of a major metropolitan area.

As shown in Table 8, the total project is estimated to cost approximately \$2.1 million. This figure is exclusive of land costs, based upon the assumption that Caltrans will provide the land at little to no acquisition costs. Of this total cost, \$111,000 is for demolition, \$221,800 is for asphaltic pavement circulation, \$462,900 is for sitework, and \$614,600 is for facilities, furnishings, and lighting. The asphalt total includes the entire block of Tinloy Street between East Bennett Street and Bank Street, as well as a portion of Hansen Street in order to provide additional parking as mitigation. As part of the sitework, the replacement of the existing Caltrans fence and relocation of the irrigation pump have been factored into the total costs. Traffic control measures, such as flagmen, have also been included in the total sitework costs. The site concrete quantities include the sidewalk, pathway, building pad and surrounding pavement, and bus pads adjacent to the circulation lane. As shown in the sitework category, \$50,000 has been included to regrade Tinloy Street; because the centerline is moving over approximately three feet, the crown of the street must be relocated as well.

It is possible to construct the Transit Center in two phases. An estimated cost for the first phase is \$1.5 million and \$600,000 for the second phase. Phase 1 would include all pavement circulation involved with moving the roadway and realigning existing portions of Tinloy Street, raised median construction, bus bay and bus circulation components, sidewalk construction, interim landscaping and the four shelters. Phase 2 would add the construction of the Transit Center building, final landscaping, remaining concrete site work (if any) and the parkway components. Unfortunately, due to the need to widen the roadway and subsequently reconstruct and realign existing areas of Tinloy Street, the initial phase incurs a majority of the total project costs, as a substantial amount of work is required.

It is important to note that this is a planning-level estimation of the total transit facility cost only. Items such as the relocation of specific utilities and environmental clean-up, to name a few, have not been factored into the total costs. The costs shown in Table 8 should be used as a guideline only.

**Recommended Transit Route Modifications**

With the development of a transit center on the Tinloy Street site, GCS routes can be easily reconfigured in a way that reduces existing congestion in the downtown area



(particularly the Church Street and West Main Street area) and makes overall transit operations more efficient and consistent. An improvement in reliability can help with maintaining and increasing transit ridership. Figure A-3 illustrates the route revisions.

Because the Tinloy Site is located within convenient walking distance to the downtown core, it is not necessary for multiple routes to access this part of town unless they must travel there to reach other parts of Grass Valley or the GCS service area. Routes 2, 6 and 11 must run down West Main Street in order to serve the areas of Penn Valley, Rough and Ready, Ridge Road and Condon Park, and therefore cannot substantially be changed. However, to serve the existing stop at Church Street and Neal Street, Routes 2, 6 and 11 could be minimally revised. The inbound buses on these routes could turn right off of Main Street onto School Street, left onto Neal Street, and left onto Church Street before returning to Main Street eastbound.

Routes 1 and 8 could be significantly shortened by not traveling down Neal Street to Church Street and on to West Main Street. Should GCS and the NCTC prefer to have closer access to the downtown core, the buses could travel up South Auburn Street instead of Church Street and back onto West Main Street, as shown in Figure A-3. While the routes would be slightly more efficient with this alternative, there are safety and congestion issues present, and it is not recommended that bus stops be located along this street. As with the existing transfer center site, South Auburn Street does not have adequate room for a bus to pull completely out of the travel lane. Therefore, when a bus is making a stop along this street, through traffic may not be able to move freely past the bus, forcing back-ups behind the bus or vehicles to pass in the opposite lane. South Auburn Street could serve as a way for the buses to access West Main Street, and a stop at or near City Hall could be provided. Route 4 could also be routed up South Auburn Street, but in order to provide eastbound service to the residents on the western side of downtown, it is proposed that Route 4 continue to stop at the existing site at Church Street and Neal Street.

Route 3 currently travels down Neal Street and up Church Street in order to access the current transfer center. With the implementation of the Tinloy Site, Route 3 could continue to travel down Neal Street, bypassing Church Street, and head directly to Pleasant Street to access the fairgrounds, Bitney Springs High School and other areas along the southern portion of the route.

Similar to Route 3, other routes only access Church Street in order to access the current transfer center. Routes such as 5, 10 and 12 can easily be routed up or down Hansen Street, providing easy access to and from the Tinloy Site while avoiding downtown congestion.

#### *Service to the West Side of Downtown Grass Valley*

One of the impacts of the Transit Center plan will be to reduce the number of routes serving the existing Church and Neal stop, which serves the west side of downtown Grass Valley. With the potential route revisions discussed above, the Church and Neal area would still be provided with the following service:

**TABLE 8: Grass Valley Transit Center - Cost Estimate***Excluding Land Costs*

ITEM	QTY	UNIT	UNIT PRICE	TOTAL ESTIMATE
<u>General</u>				
Mobilization/Demobilization	1	EA	\$50,000	\$50,000
Erosion Control and Tree Protection	1	LS	\$10,000	\$10,000
Remove Asphalt and Concrete	40,000	SF	\$1.00	\$40,000
Temporary Fence	1,000	LF	\$6.00	\$6,000
Miscellaneous	1	LS	\$5,000	\$5,000
<i>Subtotal</i>				\$111,000
<u>Asphaltic Pavement Circulation</u>				
Fine Grade	37,000	SF	\$2.00	\$74,000
Agg. Base	1,300	TON	\$50	\$65,000
Asphalt	550	TON	\$120	\$66,000
Pavement Markings/Striping	1,000	LF	\$5	\$5,000
Construction Staking	1	LS	\$4,000	\$4,000
Clean-up	1	LS	\$2,800	\$2,800
Miscellaneous	1	LS	\$5,000	\$5,000
<i>Subtotal</i>				\$221,800
<u>Sitework</u>				
Site Concrete	14,800	SF	\$12	\$177,600
Regrading of Tinloy Street	1	LS	\$50,000	\$50,000
Concrete Curb and Gutter	2,000	LF	\$25	\$50,000
Temporary Fence	1,000	LF	\$6	\$6,000
Construction Staking	1	LS	\$4,000	\$4,000
Clean-up	1	LS	\$2,800	\$2,800
Landscaping	7,500	SF	\$5	\$37,500
Relocate Irrigation Pump	1	LS	\$5,000	\$5,000
Temporary Traffic Control	1	LS	\$20,000	\$20,000
Permanent Fencing	500	LF	\$10	\$5,000
Storm Water Collection/Treatment	1	LS	\$50,000	\$50,000
Utilities	1	LS	\$50,000	\$50,000
Miscellaneous	1	LS	\$5,000	\$5,000
<i>Subtotal</i>				\$462,900
<u>Facilities, Furnishings, Lighting</u>				
Transit Building	1,300	SF	\$400	\$520,000
Shelters	4	LS	\$12,000	\$48,000
Benches	4	LS	\$1,500	\$6,000
Facility Furnishings	1	LS	\$30,000	\$30,000
Lighting	1	LS	\$25,000	\$10,000
Miscellaneous	1	LS	\$600	\$600
<i>Subtotal</i>				\$614,600
Subtotal				\$1,193,500
Construction Contingency – Conceptual Design (30%)				\$358,050
Subtotal				\$1,551,550
Bond				\$15,516
General Conditions (12%)				\$186,186
Subtotal				\$1,753,252
Overhead & Profit (6%)				\$105,195
<b>TOTAL</b>				<b>\$1,858,447</b>
 <b>TOTAL ORDER OF MAGNITUDE CONSTRUCTION ESTIMATE</b>				 <b>\$1,900,000</b>
 <b>Architectural, Engineering and Permitting</b>				 <b>\$200,000</b>
 <b>Total Project Costs</b>				 <b>\$2,100,000</b>

#### *To the Transit Center*

- Route 2 at 50 minutes past the hour
- Route 11 at 5 minutes past the hour

#### *From the Transit Center*

- Route 2 at 15 minutes past the hour
- Route 3 at 5 and 35 minutes past the hour
- Route 4 at 15 minutes past the hour
- Route 11 at the top of the hour

In addition, Route 6 would provide seven additional trips per day towards the transit center and seven trips from the transit center at varying times throughout the day.

#### **Further Discussion of Traffic Considerations**

While a detailed traffic study has yet to be completed, at a planning level it is expected that adequate traffic capacity and safety conditions can be maintained with the proposed transit project. Caltrans has suggested the possibility of converting the right lane on the highway westbound off-ramp to a right-turn only lane. This would further reduce the potential for southbound vehicles to accidentally travel into the designated bus circulation lanes to the right of the raised median. The option should be evaluated as part of a future traffic study, conducted as part of the permitting and review process for the project.

This full traffic study would be required by Caltrans in order to move forward with the permitting process. Such a study should discuss the existing traffic conditions of the highway off-ramp and remaining sections of Tinloy Street in the southbound direction and an evaluation of the peak hour level of service at intersections along Tinloy Street. This data would be used to determine if there would be any impacts on the flow of traffic due to increased bus activity, addition of a bicycle lane and proposed lane shifts/realignments for the through traffic. Pedestrian activity would also be evaluated and used to determine if there is any mitigation measures are needed to enhance the safety of pedestrians in the area.

#### **PERMITTING REQUIREMENTS AND PROCESS**

Once the County is ready to move forward with the project, several different permitting stages will be required. In addition to the standard City Planning Commission approval and Building Permit issuance, the project must obtain approvals from Caltrans.

Based on the project design, a number of Caltrans approvals must be granted. In addition to an encroachment permit, the project must go through Intergovernmental Review (IGR) and possibly an exception process.

- *IGR Review Process* – This is the first review process that the project will need to go through, and is designed to assess the traffic impacts of the development on the highway system and, based on the findings, recommends mitigation measures. The project is reviewed by multiple departments, including Mass Transit and Transportation Planning, typically for a period of 30 to 45 days depending on the scope. As a result of the review, conditions of project approval are provided to the lead agency and are intended to eliminate any potential impacts or reduce the impacts to an insignificant level. During this review, the lead agency may be required to prepare a traffic study, should there be the potential for unknown traffic impacts to the existing highway system.
- *Encroachment Permit* – Encroachment permits are issued by Caltrans in order to enter State highway right of way and construct approved facilities. Applications are reviewed for impacts, including the safety of motorists, pedestrians and workers; design, construction, operation, maintenance or integrity of the highway system; future and ongoing highway contracts; aesthetic value of the highway corridor; the environment; and existing drainage. Since the project consists of a transit station within the right-of-way, approval is required from Caltrans' headquarters, specifically the Division of Design, Structures Maintenance and Structures Office of Oversight Projects.

It is important to note that additional reviews and/or reports may be required. This will depend on whether or not Caltrans, or another reviewing agency, determines that there are significant impacts to traffic or the operation of the existing highway system. This may require that the project receive an exception for Caltrans Headquarters due to the fact that the center is located within an operating highway.

## SUMMARY OF TRANSIT CENTER BENEFITS

During the site selection study, a set of specific criteria were developed and used to determine feasible and appropriate sites, of which the Tinloy Site met all. The following is a brief summary of the criteria and the opportunities of using the Tinloy Site.

- *Criteria #1: Walking distance to transit generators of the downtown Grass Valley area.* The Tinloy Street site is located less than one-fourth mile from the downtown core, and is easily accessible to passengers by walking down Bank Street. Further, the site is also within walking distance to the Colfax Avenue corridor and the shops and services located at the Neal Street/South Auburn Street/Colfax Avenue intersection (Safeway and Pioneer Village shopping centers). This site presents passengers with access to all of the nearby resources without the need to transfer to and from other bus routes. In addition, all walking routes to these locations are ADA accessible and should not present issues to persons with disabilities.
- *Criteria #2: The ability to accommodate changes in route running times without excessive impacts on on-time transit route performance, or the need for wholesale re-configuration of the GCS route network.* The location of the Tinloy Site allows for minor route alterations that would improve transit running times, none of which

would result in significant impacts to the overall network. Because a number of the routes already serve the transit center location, many routes would require little to no changes. Any re-configurations will also aid in alleviating congestion in the downtown and will improve system operating efficiency.

- Criteria #3: The opportunity to provide adequate space for the desired transit program. Due to the generous right-of-way along side Tinloy Street, it is possible for this space to encompass all of the desired transit center design components. There would be adequate space to realign the through travel lanes, provide a safe and effective bus circulation area, incorporate a visually appealing pedestrian waiting area and parkway, and construct a generous transit building that incorporates all of the desired amenities chosen by GCS passengers. All of these components result in an effective transit center, from both the passenger and operator perspectives.
- Criteria #4: The ability to enter and exit the site without undue delay due to traffic congestion or traffic queues. Minor alterations to curb locations and centerline locations, as well as a raised median to separate the bus circulation area, allow for the transit center to operate smoothly without interrupting through traffic. The new 4 foot wide median and "bulb-outs" at two curb corners of the Tinloy Street and Bennett Street intersection restrict vehicle movements thereby preventing traffic from entering the circulation area. With the buses in the designated transit center area, through traffic is able to move freely without interruption from buses partially blocking travel lanes or pulling out into traffic, as with the situation at the current transit center location. Both the Bank Street/Tinloy Street and Bennett Street/Tinloy Street intersections currently operate at acceptable LOS, and it is anticipated that this will be maintained with the addition of the transit center. Based on the design and location of the transit center, as well as potential alterations to the lanes, the current LOS should not worsen as a result of the project.
- Criteria #5: A desire to minimize impacts on the Historic District. The Grass Valley historic district overlay is limited to Mill Street and is bordered by West Main Street to the north and Neal Street to the south. The proposed project site is not located within the designated Historic District and therefore will not impact the historic nature of the downtown. However, GCS and the NCTC may want to consider adding more "historic" looking transit stop signs in the downtown area in order to enhance the character of the downtown in all aspects.

In summary, the proposed project will significantly improve the efficiencies and public awareness of transit services in downtown Grass Valley and western Nevada County, will greatly improve amenities provided to transit passengers, and will reduce traffic congestion associated with the existing transit hub. With the opportunity to serve as a hub for transit, bicycle and pedestrian travel in western Nevada County, the center can provide an important element in the development of a true multimodal transportation network for the region.

## Appendices

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FIGURE A-1  
POTENTIAL TRANSIT ROUTES WITH EXISTING SITE

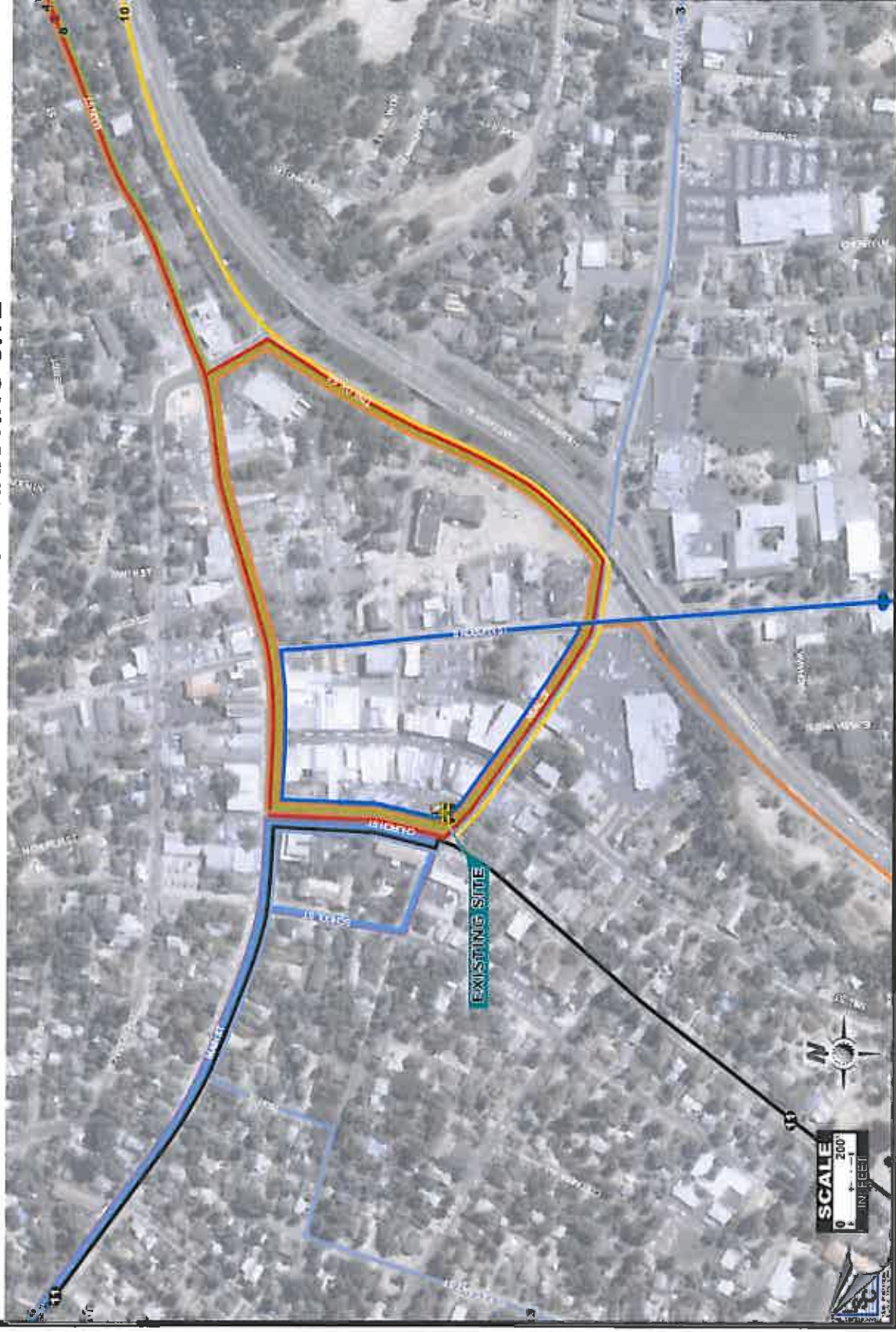




FIGURE A-2

POTENTIAL TRANSIT ROUTES WITH PARK-AND-RIDE SITE

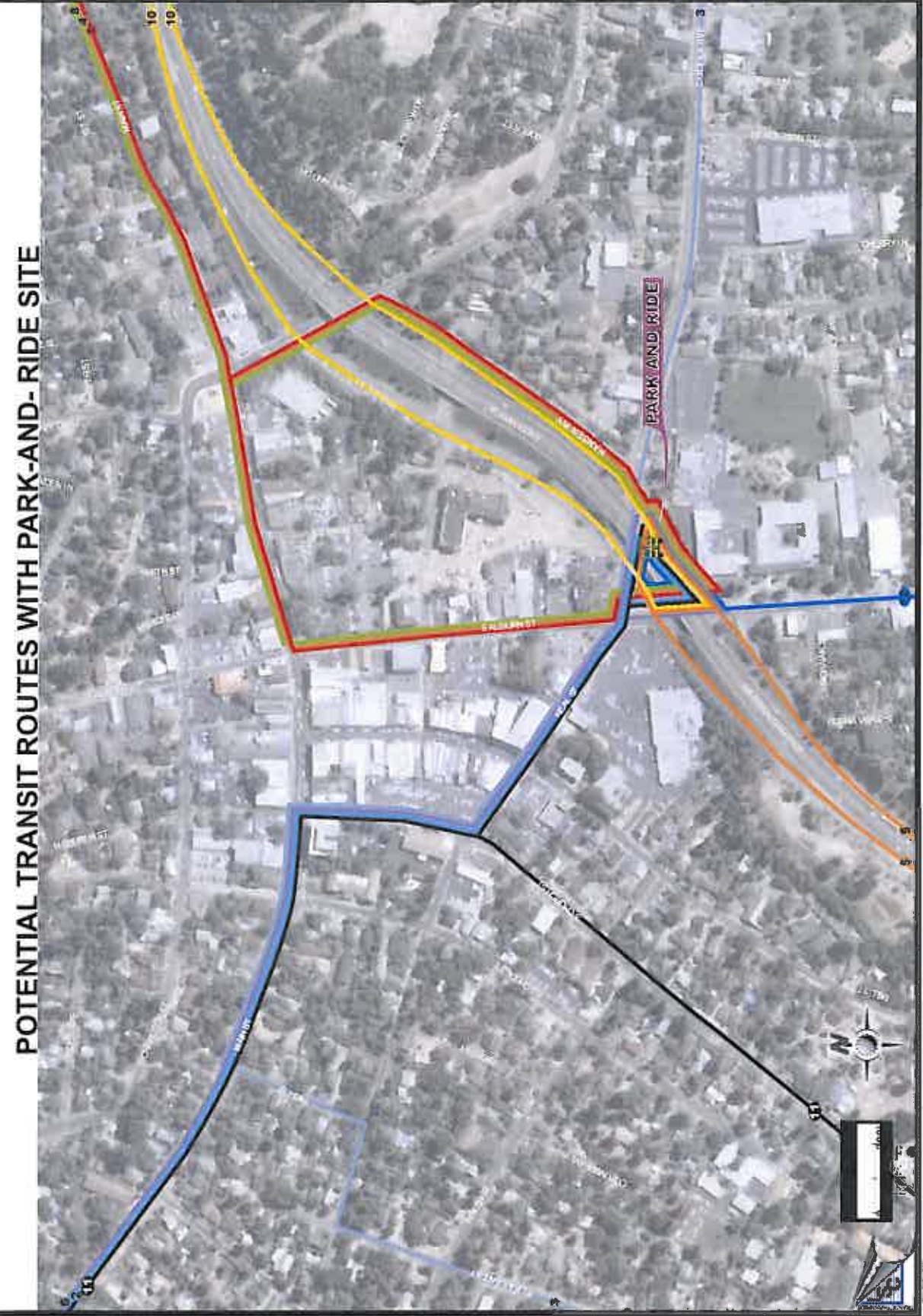




FIGURE A-3  
POTENTIAL TRANSIT ROUTES WITH TINLOY STREET SITE

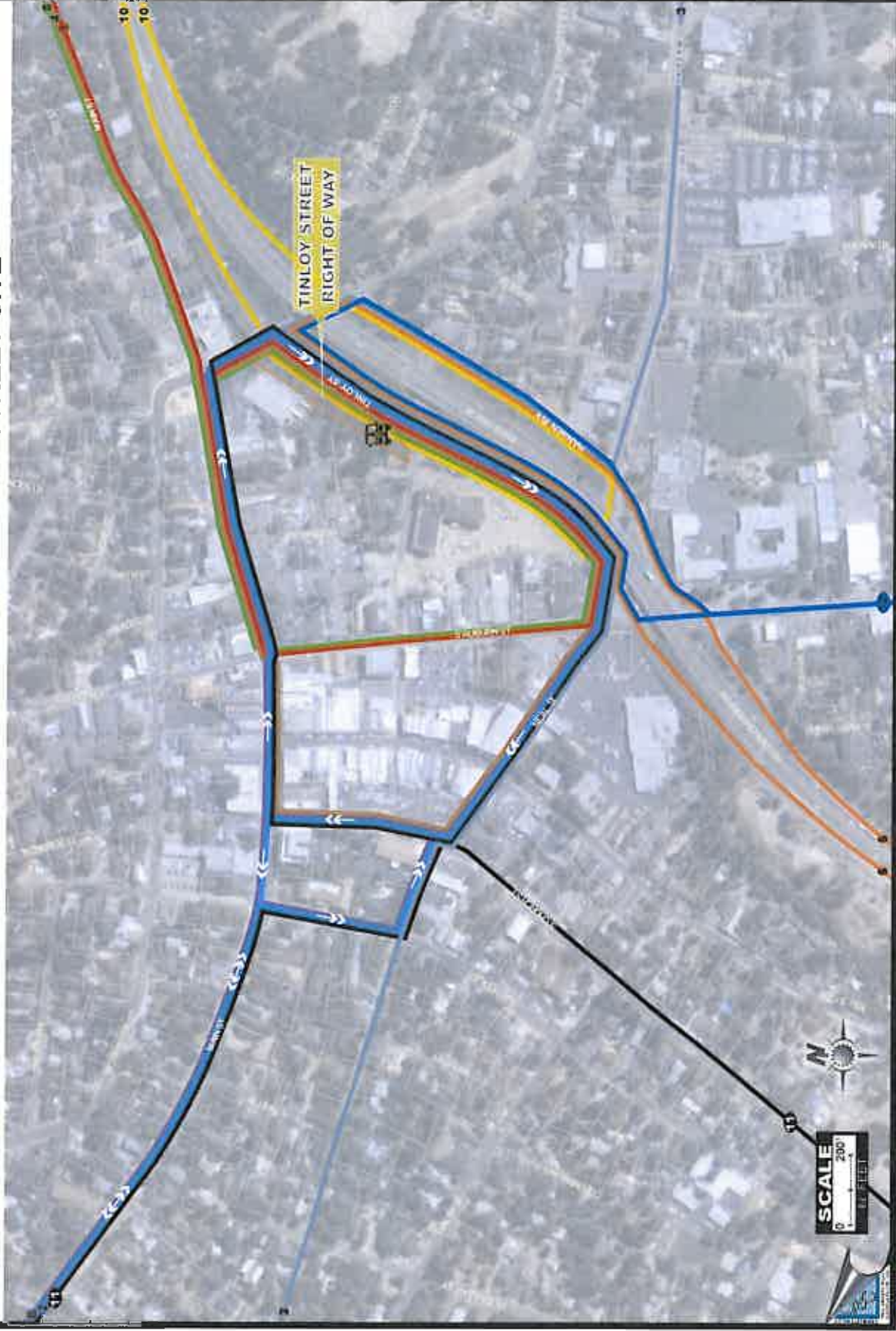
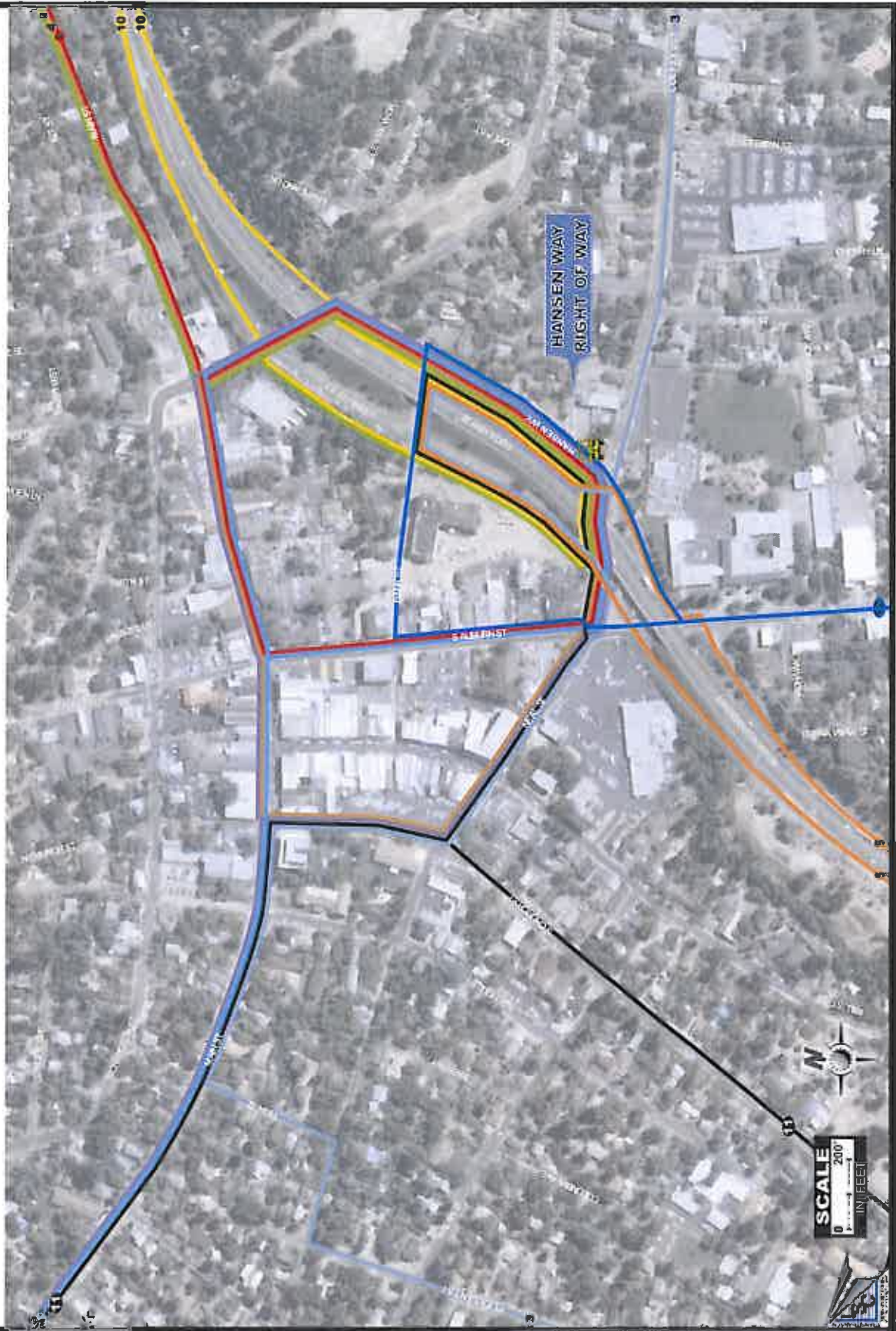




FIGURE A-4  
POTENTIAL TRANSIT ROUTES WITH HANSEN WAY SITE





**FIGURE A-5**  
**POTENTIAL TRANSIT ROUTES WITH SAFEWAY SITE**

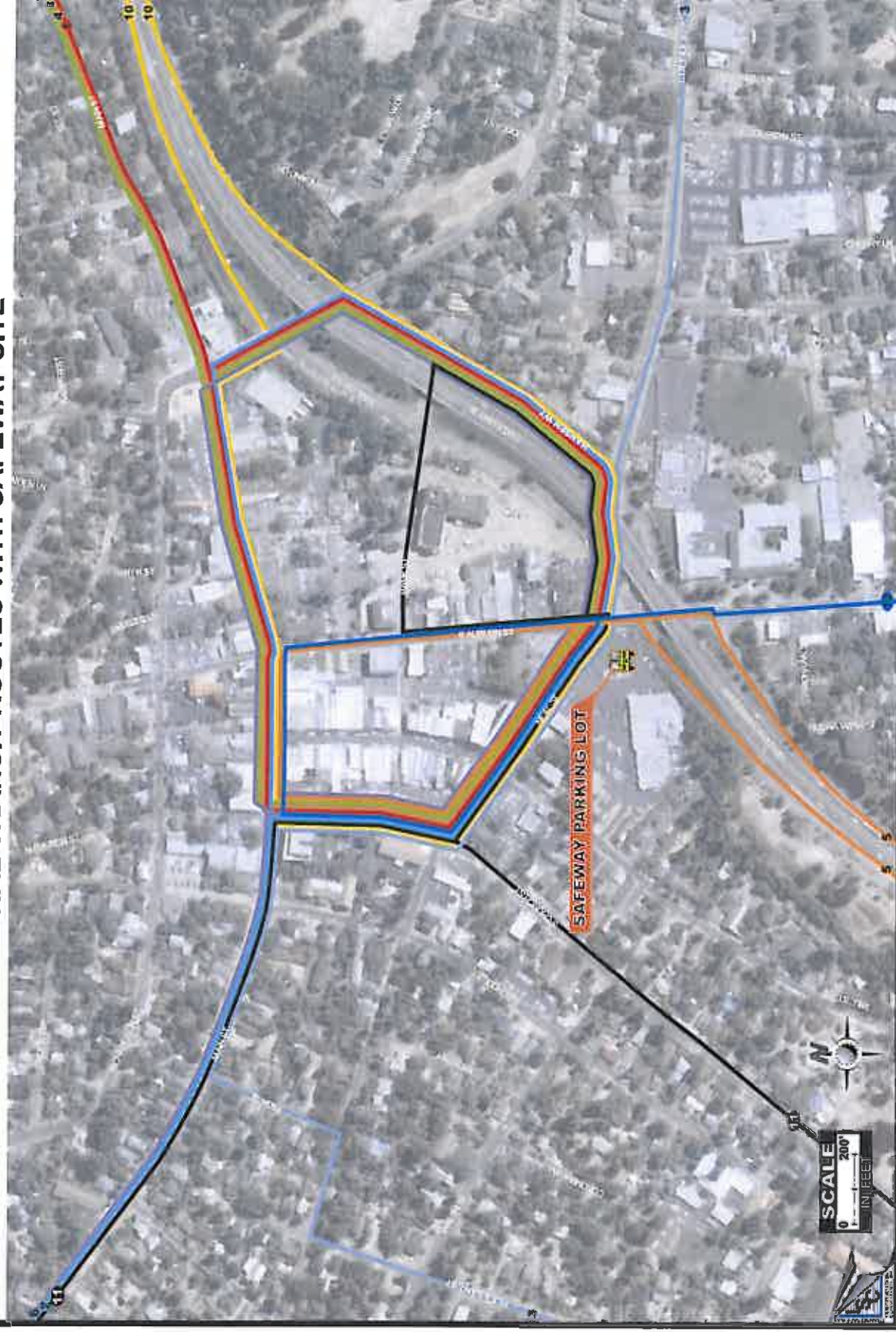




FIGURE A-6  
POTENTIAL TRANSIT ROUTES WITH PIONEER VILLAGE SITE

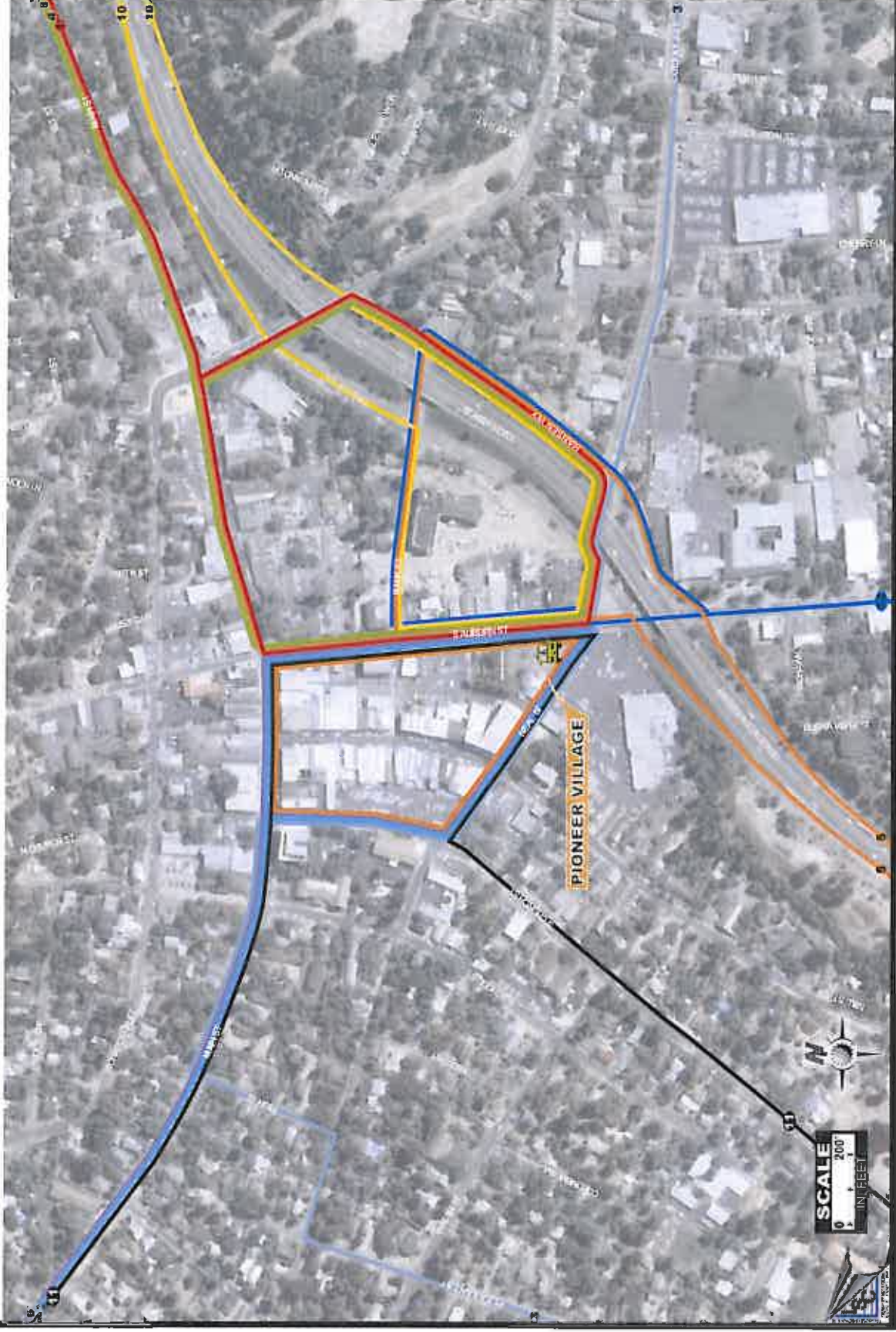
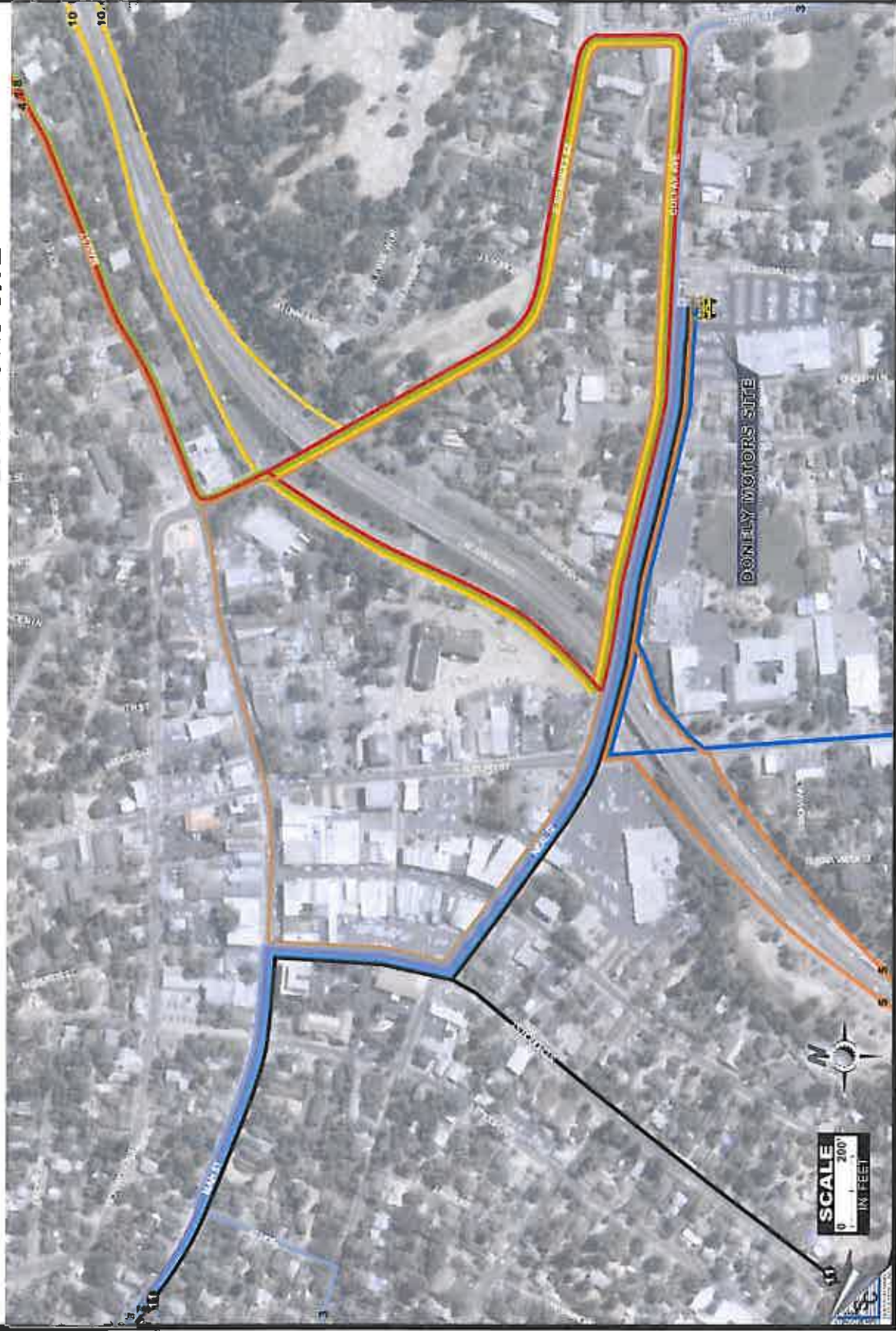




FIGURE A-7  
POTENTIAL TRANSIT ROUTES WITH DONELY MOTORS SITE





**FIGURE A-8**

**POTENTIAL TRANSIT ROUTES WITH CITY HALL SITE**

